

**Private Plan Change and
Proposed Residential Development
41-43 Brigham Creek Road,
Whenuapai**

Urban Design Assessment

2nd September 2021

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1. Introduction

41-43 Brigham Creek JV are applying for a Private Plan Change and are concurrently seeking a land use and subdivision Resource Consent for a Residential Mixed Housing Urban residential development at their 5.2Ha site at 41-43 Brigham Creek Road, Whenuapai. The site has frontages to both Brigham Creek Road and Mamari Road.

This report has been prepared to accompany both the Private Plan Change and Resource Consent applications. It considers the proposal from an urban design and urban character perspective, recognising that the area is in transition and was the subject to the Auckland Council Whenuapai Structure Plan 2016.

Preparation of this Report

This report has been prepared by Richard Knott. Richard has worked in the areas of urban design, planning, heritage and special character for over 32 years and established his own consultancy in 2014. Richard consults to local government and private clients across New Zealand on a wider range of schemes, from single dwellings through to large masterplans for existing centres and greenfield sites. Recent projects include designing and authoring masterplans for a 65ha site at Foxton Beach (approximately 600 lots) and for Ōpōtiki Town Centre.

Richard is an Independent Planning Commissioner and has sat on hearing panels for a number of Councils, including Hamilton City Council, Whangarei District Council, Tauranga City Council, Taupo District Council, South Wairarapa District Council and Auckland Council.

In preparation for the report, Richard has visited the site and the surrounding area in October 2020. Unfortunately, the currently Level 4 Lockdown has not allowed a further site visit to be made at the time of the preparation of this report.

Richard has provided urban design advice to the wider design team as an internal design reviewer.

Qualifications

- MA Urban Design, 1995
- PG. Diploma Building Conservation, 2002
- Bachelor of Planning, 1989
- BA(Hons) Town and Country Planning, 1988

Affiliations

- Chartered Town Planner (Member of Royal Town Planning Institute, UK) (full member)
- Member Institute of Historic Building Conservation, UK (full member)
- Member Institute of Highway Engineers, UK (full member)

Accreditations

- Ministry for the Environment Making Good Decisions Accredited, with Chairs Endorsement

Recent Training/Conferences

- NZPI Ethics for Planners (September 2019)
- NZPI Planning for Maori Values (Advanced) (October 2019)
- Planning Institute of Australia, Landscape and Visual Assessment (October 2019)
- NZPI Conference (March 2018)
- University of Southern California; Fundamentals of Heritage Conservation (July/August 2016)
- Open Polytechnic; Resource Management Act and Local Government Act (Certificate of Proficiency) (2016)

2. The Site and Surrounding Environment

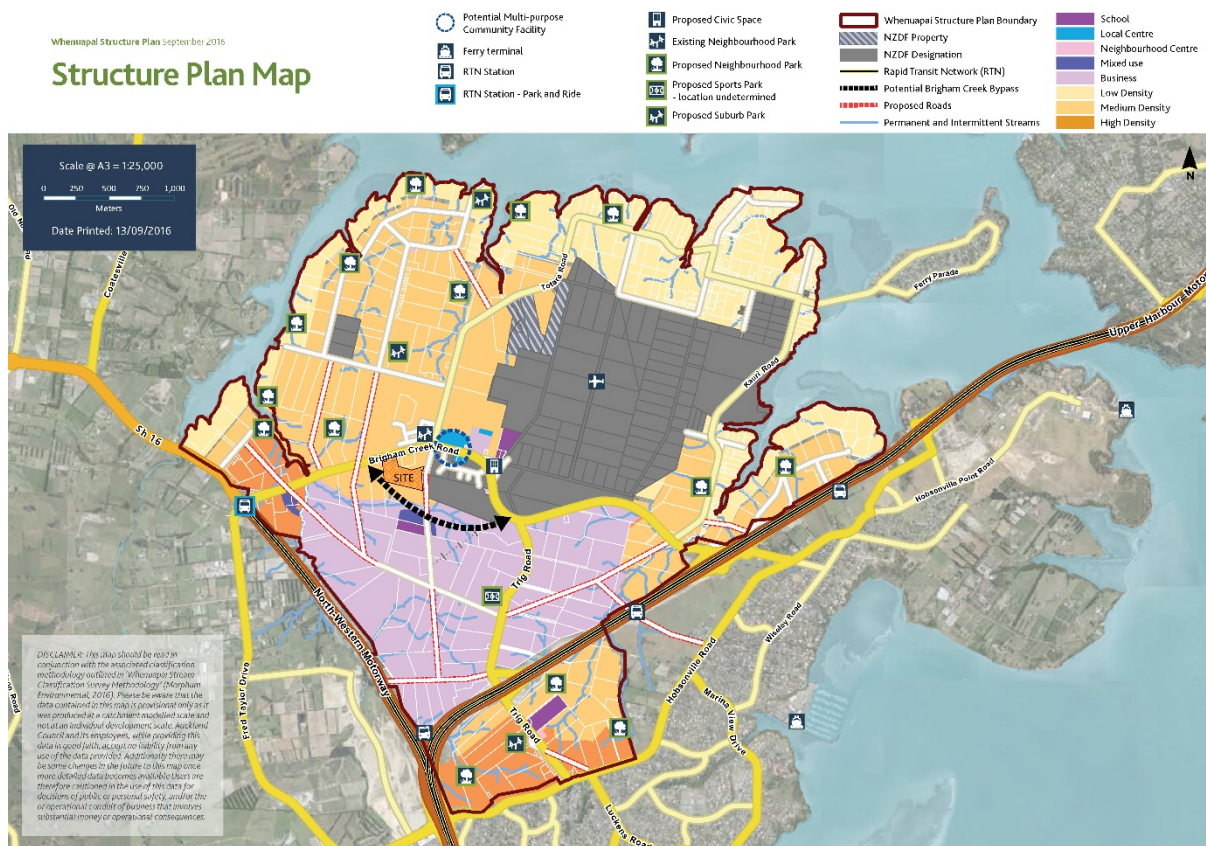


Figure 1: Extract from Auckland Council Whenuapai Structure Plan September 2016 with approximate position of site shaded

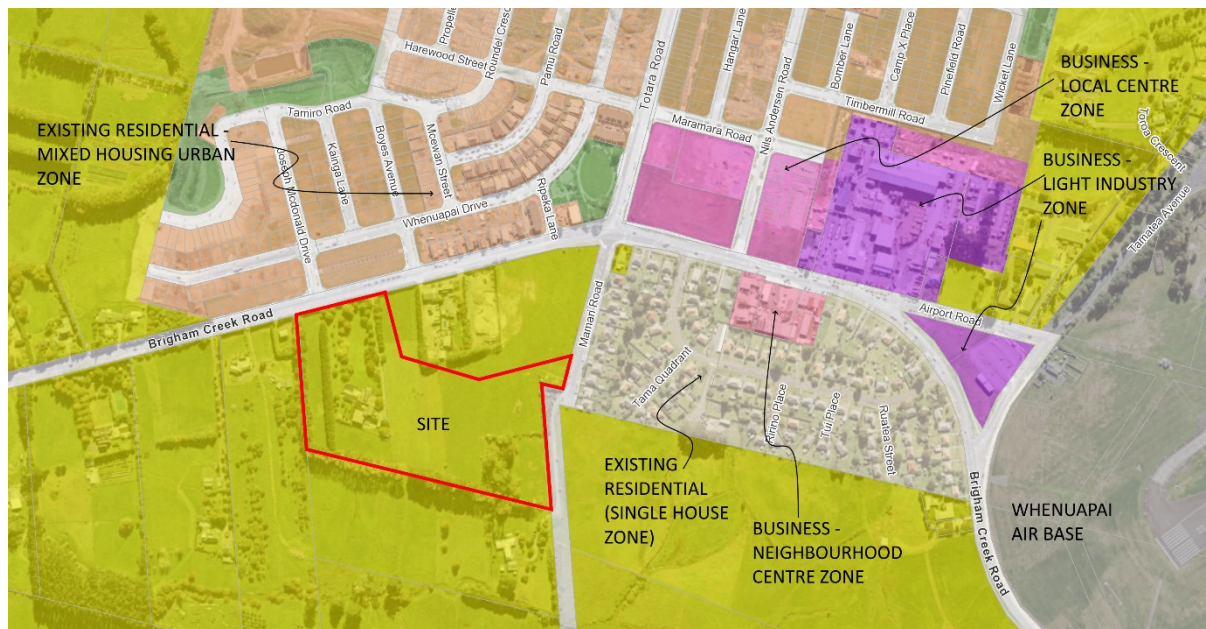


Figure 2: Annotated map from Auckland Unitary Plan map viewer (with site and other existing uses identified).

The crescent shaped 5.2Ha site has frontages to both Brigham Creek Road and Mamari Road. It is currently zoned Future Urban in the Auckland Unitary Plan (operative in part) (AUP(OP)). The relevant AUP(OP) objectives and policies seek to support the existing rural production use of the land and not compromise the future subdivision of the land.

The site currently has a single dwelling on it, with the remainder of the site in rural use. Current views into the site from Brigham Creek Road, towards the direction of the existing dwelling, are limited as a result of the tall, dense hedge planting along that boundary.

There is a shallow slope across the site from north to south, which provides some existing interest and character, along with various areas of trees within and around the residential curtilage of the existing dwelling and an area of trees around a gully in the southeast corner. Other than this, the site has few distinguishing features.

The site is within an area covered by the Whenuapai Structure Plan September 2016. The structure plan sets a vision that:

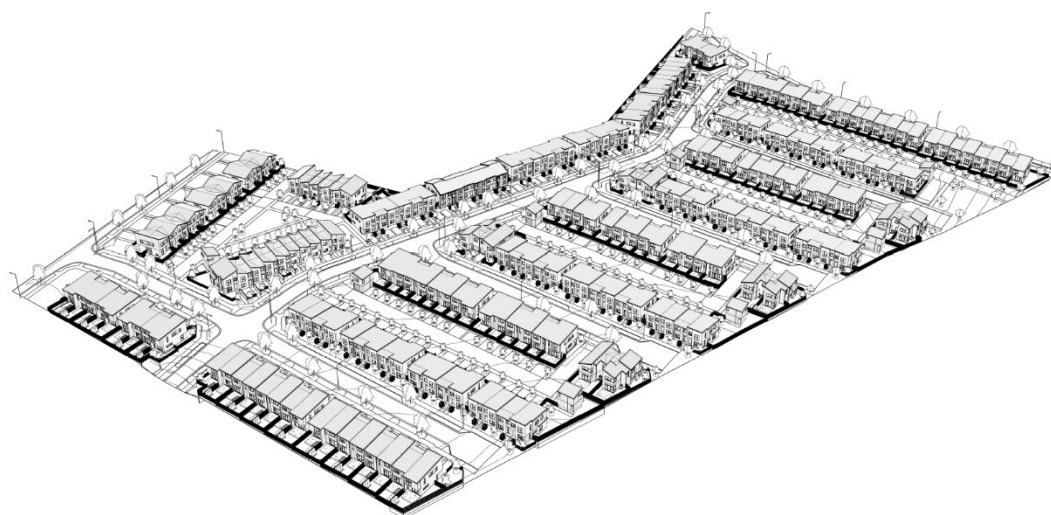
Whenuapai is a liveable, compact and accessible place with a mix of high quality residential and employment opportunities. It makes the most of its extensive coastline, is well connected to the wider Auckland Region, and respects the cultural and heritage values integral to its distinctive character.

It sets key objectives covering seven themes - sustainable urban development, a quality built urban environment, a well-connected Whenuapai, the national significance of the Whenuapai Airbase, the provision of infrastructure, an enhanced natural environment and protection of heritage, and the provision of quality open spaces.

The structure plan identifies the future land use of land and the location of key features such as proposed parks, civic space etc. The structure plan clearly identifies the site as being suitable for medium density housing. Given this it is anticipated that the land would in time be rezoned Mixed Housing Urban; this being the zoning applied to other areas to the north of Brigham Creek Road which were also identified for medium density housing in the structure plan.

The Whenuapai Structure Plan does not identify any key features or cultural heritage, historic heritage or natural features on the site. A potential multi-purpose community facility, and existing neighbourhood centre and local centre zoned land are located to the east of the site, along Brigham Creek Road. This includes a number of existing small scale shops, a petrol filling station and a trade retail premises. The proximity of the site to these features is significant in that it highlights the suitability of the site for higher density development due to its location within easy walking distance of these facilities (around 320m to the closest point of the Local Centre zoned land) and the importance of providing appropriate linkages to these from the site/within the site.

3. The Proposed Development



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Figure 3: Extracts from proposed plans

The proposed development has been designed to take account of the Residential – Mixed Housing Urban standards within the Auckland Unitary Plan (operative in part) (AUP(OP)).

The AUP(OP) notes in relation to the Mixed Housing Urban Zone that:

'The Residential – Mixed Housing Urban Zone is a reasonably high-intensity zone enabling a greater intensity of development than previously provided for.

*Over time, the appearance of neighbourhoods within this zone will change, with development typically up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments. This supports increasing the capacity and choice of housing within neighbourhoods as well as promoting walkable neighbourhoods, fostering a sense of community and increasing the vitality of centres.'*¹

Whilst the proposed development achieves compliance with most of the standards for this zone, there are some non-compliances. These include:

- Minor height in relation to boundary infringements; the majority of these relate to the southern boundary of the site, where the angled site boundary (relative to the new streets proposed as part of the development) creates technical non-compliances. However, assuming that the adjacent site is developed in a similar form to the application site, the relationship between buildings on each side of the site boundary will be likely be no different to that seen between blocks within the development. Given this, it is likely that the purpose of the standard to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours will be achieved.
- A number of minor outlook space infringements and yard infringements, mainly associated with the garages with flats above included within the JOAL areas. The positive effect of providing the first-floor flats, which provide good passive surveillance over the JOAL areas outweigh any possible loss of amenity brought by the minor non-compliance.

Response to Whenuapai Structure Plan

Key features of the proposed development which respond to the Whenuapai Structure Plan include:

(i) Creation of new road links from Brigham Creek Road and the future extended Mamari Road.

These links ensure simple connection from the site to the existing and potential future local facilities along Brigham Creek Road.

(ii) New Road system of north-south roads linking to the southern boundary of the site to provide future access to the land to the south, with a single east west road linking these to allow connection east to Brigham Creek Road and Mamari Road and west to other land identified for medium density housing.

- The grid network of streets within the development will create a simple, legible movement network within the site, and anticipates the needs of the future development of sites to the south and west by allowing these to link through the site, and in turn to Brigham Creek Road and Mamari Road.
- As surrounding sites are developed the permeability of the area will be further enhanced, with additional linkages breaking down the size of blocks.
- The grid street network is orientated such that the majority of dwellings face east or west. This provides them with either good morning or evening solar access to

¹ Auckland Unitary Plan (operative in part) H5.1. Zone description

their outdoor space and the large living room windows associated with these, along with good solar access to their outdoor space throughout the day.

- The dwellings on the north side of the east-west road have north facing rear elevations/outdoor spaces. These receive good solar access throughout the day.

(iii) Land set aside along the site frontage for the future upgrade of Brigham Creek Road.

- In recognition of the significance of Brigham Creek Road, land is set aside along the northern boundary of the site to allow for the future improvement of Brigham Creek Road.

(iv) The opportunity to create pedestrian and cycle linkages to the site to the north to provide connections to the future development.

- The land located between Brigham Creek Road and Mamari Road is not include within the application site. However the significance of providing for linkage to this is recognised in the provision of a JOAL directly to the boundary of the site, to allow for a future pedestrian/cycle linkage if appropriate.

(v) 230 x two storey terraced and semi-detached houses with a mix of 2, 3 and 4 bedroom house types.

- Responding to the suggested medium density development of the site identified in the structure plan, the plan change seeks to rezone the land for Residential – Mixed Housing Urban and the proposed plans have been based upon the standards of that zone.

(vi) All houses designed to front the public street (including the extended Mamari Road along the east boundary of the site).

- The creation of the grid street network allows the creation of a perimeter block layout, with dwellings orientated to face the public street. The creation of such clear frontages allows the definition of public and private space within the development.

(vii) Many houses designed with vehicular access from rear lanes (JOALs) to reduce the dominance of crossings, driveways and garages from the street.

- The utilisation of rear lanes (JOALs) takes parked cars (and garage doors) away from the street frontage, and allows dwellings to better orientate towards the street, bringing improved passive surveillance of the street (without parked cars interrupting views) and better definition of public and private space.

(viii) Minor first floor units over garages at entrances to, and key locations within, JOALs to provide passive surveillance, in line with CPTED good practice to improve the safety and security of these areas.

- The safety and security of the development as a whole is further enhanced through the provision of upper-level minor units within the JOAL areas to provide additional passive surveillance of the JOALs.

4. Assessment of the Proposal

The Whenuapai Structure Plan 8.1 Development and Design Principles have been utilised below to assess urban design matters associated with the Private Plan Change.

As the site is currently zoned Future Urban in the AUP(OP), the existing objectives and policies provide little guidance as to how to assess the Resource Consent. As the Private Plan Change seeks to rezone the site Residential - Mixed Housing Urban, an assessment of the proposed residential development is provided against the Objectives and Policies for that zone, in so far as they relate to urban design matters.

An assessment is also provided against the Assessment Criteria for Restricted Discretionary Activities in the Residential – Mixed Housing Urban Zone as a means to consider the effects of the proposed development.

Whenuapai Structure Plan 8.1 Development and Design Principles	Response
1. Create a well-designed, sustainable quality compact form with a strong sense of place.	<i>As illustrated by the proposed layout and plans prepared for the resource consent, the rezoning of the land as Residential – Mixed Housing Urban would encourage the development of the land in a medium density compact form, which through careful design will create a strong sense of place.</i>
2. Recognise the presence and importance of Whenuapai Airbase while restricting residential development within areas of high airbase noise.	<i>This is recognised in the Whenuapai Structure Plan. Both the plan change and resource consent have been prepared so that they align with the Whenuapai Structure Plan.</i>
3. Recognise the presence and importance of large, long standing industries that are expected to remain in operation for the foreseeable future.	<i>The site does not include these industries and aligns with the expectations of the Whenuapai Structure Plan.</i>
4. Capitalise on the existing coastline, waterways, landscape, amenity, to create a strong green and coastal public open space.	<i>The site is not located on the coast. The Whenuapai Structure Plan does not identify any waterways or any potential open spaces on the site; accordingly, no open spaces are promoted on the site by the Private Plan Change.</i>
5. Expand the existing Whenuapai centres and develop complementary smaller centres.	<i>The zoning of the site for residential purposes will not impact on the ability to achieve this. The land for centres is already zoned.</i>

6. Improve existing community facilities and new community facilities in centres.	<i>The Whenuapai Structure Plan does not identify any existing or proposed community facilities on the site. The zoning of the site for residential purposes will not impact on the ability to achieve this.</i>
7. Identify existing land owned by the Ministry of Education and private schools currently in operation while expecting that future schools within the proposed residential areas will be needed in future	<i>The site is located close to the southern edge of areas identified for residential development in the Whenuapai Structure Plan. It is likely that a site more central to the future residential area would be better suited to the location for a new school.</i> <i>The zoning of the site for residential purposes will not impact on the ability to achieve this.</i>
8. Provide choice of residential densities and future dwelling types throughout the structure plan area.	<i>The Private Plan Change (and associated resource consent) would deliver medium density development, with the resource consent showing a range of 2 to 4 bedroom houses.</i> <i>The zoning of the site for residential purposes will assist with achieving this.</i>
9. Concentrate higher density residential areas around centres and where future rapid transit network stops are being proposed.	<i>The form of development which would be delivered by the Private Plan Change (as illustrated in the application for resource consent) would create development of an appropriate density close to the proposed centres.</i> <i>The zoning of the site for residential purposes will assist with achieving this.</i>
10. Enable low density residential on the coastal edge given its isolated location and the complexity of coastal erosion.	<i>N/A to the site as it is not located on the coastal edge.</i>
11. Provide the foundation for the future residential block structure and site orientation to maximise solar gain	<i>The block structure is not out of step with that shown across other recently subdivided areas within the Whenuapai Structure Plan area and allows for good all day sunlight to outdoor spaces.</i>

12. Deliver local employment opportunities close to residential neighbourhoods and good transport connections.	<i>N/A to the site, which is identified for medium density residential development.</i>
13. Protect waterways and enable the improvement of water quality and restoration of vegetation and habitat.	<i>Water quality matters are addressed by others.</i>
14. Promote water sensitive design throughout the structure plan area, from site specific features to infrastructure in the public realm	<i>The proposed infrastructure plan promotes water sensitive design, and focuses on reducing stormwater contaminant discharges into the ultimate downstream receiving environment (the Sinton Stream).</i>
15. Allow for the efficient provision of infrastructure on a staged basis.	<i>Infrastructure matters are addressed by others.</i>
16. Develop and maintain a well-connected transport network within Whenuapai and to the wider transport network.	<i>The Private Plan Change will allow the creation of a proposed street network within the site and connections to Brigham Creek Road, Mamari Road and adjacent sites as shown on the Resource Consent plans, which will create a well-connected site with appropriate connection to the local and wider transport networks.</i>
17. Create a safe and well-connected network of open space and reserves.	<i>The Whenuapai Structure Plan does not show any open spaces and reserves on the site. The residential development enabled by the Private Plan Change, as illustrated in the Resource Consent, will create legible routes though the site which will assist with connecting open spaces and reserves.</i>
18. Enable transport connections along and to the coastline where possible while recognising the sensitivity of the coast to erosion and inundation.	<i>N/A as the site is not on the coast.</i>
19. Provide a safe and well-connected network of streets that utilises existing roads where possible and enables multi-modal movement within the structure plan area.	<i>The Private Plan Change will allow developments such as that shown in the Resource Consent Application which provide new streets which will contribute to the creation of a well-connected network which</i>

	<i>enables multi-modal movement within the area.</i>
20. Provide transport infrastructure and connections that enable increased provision of multi-modal transport for both residential and business neighbourhoods.	<i>As above, the Private Plan Change will allow developments such as that shown in the Resource Consent Application which provide new streets which will contribute to the creation of a well-connected network which enables multi-modal movement within the area.</i>
21. Provide for the sustainable management of taonga (e.g. the importance of protecting the mauri of waterways, recognition of mana whenua culture, traditions, tikanga, place names, artefacts, wāhi tapu and historic places and areas) and how these elements can be incorporated into the structure plan and future plan change process as advanced by Te Kawerau ā Maki and Ngāti Whātua o Kaipara.	<i>There are no cultural features identified on the site. The Private Plan Change and associated Resource Consent will not impact on the ability to achieve this.</i>

Relevant AUP(OP) Residential - Mixed Housing Urban Objectives and Policies

H5.2 Objectives	Response
2: Development is in keeping with the neighbourhood's planned urban built character of predominantly three-storey buildings, in a variety of forms and surrounded by open space.	<p><i>The proposal will bring forward 230 x two storey terrace and semi-detached dwellings.</i></p> <p><i>Whilst these building do not meet the expected 'predominantly three storey form' they will sit comfortably within the context of the one and two storey new development (within the Residential – Mixed Housing Urban Zone) to the north of Brigham Creek Road and with the older single storey development to the east of Mamari Road.</i></p> <p><i>The proposed two storey buildings would also sit appropriately against any future three storey development which may come forward in the area.</i></p>
3: Development provides quality on-site residential amenity for residents and adjoining sites and the street.	<i>As described in response to the policies below, this is achieved.</i>

H5.3 Policies	Response
1: Enable a variety of housing types at higher densities, including low-rise apartments and integrated residential development such as retirement villages.	<i>The proposed development is consistent with this expectation, bringing forward two storey terraced and semi-detached houses into an area currently originally characterised by mainly single storey detached dwellings and now characterised by a mix of single storey and two storey dwellings.</i>
2: Require the height, bulk, form and appearance of development and the provision of sufficient setbacks and landscaped areas to achieve an urban built character of predominantly three storeys, in a variety of forms.	<p><i>The relevant standards are on the whole complied with, although a small number of lots (mainly on intersections) and some garages with flats over show minor non-compliances with yard standards.</i></p> <p><i>Notwithstanding these minor non-compliances, these dwelling still meet the purpose of the standard to create an urban streetscape character, provide sufficient space for landscaping within front yards and to maintain a reasonable standard of residential amenity for adjoining sites.</i></p>
<p>3: Encourage development to achieve attractive and safe streets and public open spaces including by:</p> <ol style="list-style-type: none"> 1. providing for passive surveillance 2. optimising front yard landscaping 3. minimising visual dominance of garage doors. 	<p><i>All dwellings have been designed to front the internal streets, Brigham Creek Road and Mamari Road.</i></p> <p><i>Within the development, the proposed JOALs are well overlooked by the first floor minor units included above garages in key locations, and from first floor windows within the dwellings.</i></p> <p><i>The submitted landscape plan confirms the provision of landscaping within front yards. Accessing a large number of parking spaces (and the limited number of garages) from the provided JOALs significantly increases the area available for front yard landscaping, whilst also limiting the visual dominance of garage doors.</i></p> <p><i>Overall, the proposal will meet the expectations of this policy and will contribute to achieving an attractive and safe street.</i></p>
4: Require the height, bulk and location of development to maintain a reasonable standard of sunlight access and privacy and to minimise visual dominance effects to adjoining sites.	<p><i>All buildings meet the relevant height standard and will not create visual dominance effects to adjoining sites.</i></p> <p><i>As noted above, the majority of height in relation to boundary infringements relate to the southern boundary of the site, where the angled</i></p>

	<p><i>site boundary (relative to the new streets proposed within the development) creates technical non-compliances. However, assuming that the adjacent site is developed in a similar form to the application site, the relationship between buildings on each side of the site boundary will be likely be no different to that seen between blocks within the development. Given this, it is likely that the purpose of the standard to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours will be achieved.</i></p>
<p>5: Require accommodation to be designed to meet day to day needs of residents by:</p> <ol style="list-style-type: none"> 1. providing privacy and outlook; and 2. providing access to daylight and sunlight and providing the amenities necessary for those residents. 	<p><i>The significant majority of the proposed dwellings meet the relevant standards.</i></p> <p><i>As noted above, there are a small number of minor outlook space infringements, mainly associated with the garages with flats above included within the JOAL areas. The positive effect of providing the first-floor flats, which provide good passive surveillance over the JOAL areas outweigh any possible loss of amenity brought by the minor non-compliance.</i></p>
<p>6: Encourage accommodation to have useable and accessible outdoor living space.</p>	<p><i>Lots 15 and 16 have minor infringements to the minimum dimensions. Notwithstanding this, these lots (which provide over length outdoor spaces) will still meet the purpose of the standard and will each be provided with an outdoor living space which is of a functional size and dimension, has access to sunlight, and is accessible from the dwelling.</i></p>
<p>7: Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated.</p>	<p><i>Stormwater matters are addressed by others.</i></p>
<p>10: Recognise the functional and operational requirements of activities and development.</p>	<p><i>Each dwelling has been designed to provide for the needs of future occupiers. This includes the provision of appropriate outdoor space, outlook space and car parking.</i></p>

AUP(OP) Residential - Mixed Housing Urban Relevant Assessment Criteria

<i>H5.8.2. Assessment criteria</i>	<i>Response</i>
(2) for four or more dwellings on a site:	
(a) the extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:	<i>On the whole, the proposed development complies with AUP(OP) standards. The most significant non-compliances are discussed above.</i>
(i) Standard H5.6.9 Maximum impervious areas;	
(ii) Standard H5.6.10 Building coverage;	
(iii) Standard H5.6.11 Landscaped area;	
(iv) Standard H5.6.12 Outlook space;	
(v) Standard H5.6.13 Daylight;	
(vi) Standard H5.6.14 Outdoor living space;	
(vii) Standard H5.6.15 Front, side and rear fences and walls; and	
(viii) Standard H5.6.16 Minimum dwelling size	
(b) The extent to which the development contributes to a variety of housing types at higher densities in the zone and is in keeping with the neighbourhood's planned urban built character of predominantly three storey buildings (attached or detached) by limiting the height, bulk and form of the development and managing the design and appearance as well as providing sufficient setbacks and landscaped areas.	<p><i>The proposed development brings forward 230 x two storey terraced houses. This is a form of development already utilised within new developments to the north of Brigham Creek Road (within the Residential – Mixed Housing Urban Zone).</i></p> <p><i>Whilst these building do not meet the expected 'predominantly three storey form' they will sit comfortably within the context of the one and two storey new development to the north of Brigham Creek Road and with the older single storey development to the east of Mamari Road.</i></p> <p><i>The proposed two storey buildings would also sit appropriately against any future three storey development which may come forward in the area.</i></p> <p><i>The proposal therefore contributes to the variety of housing within the zone and is in keeping with the areas planned built character.</i></p>

(c) The extent to which development achieves attractive and safe streets and public open space by:

- (i) providing doors, windows and/or balconies facing the street and public open spaces
- (ii) minimising tall, visually impermeable fences
- (iii) designing large scale development (generally more than 15 dwellings) to provide for variations in building form and/or façade design as viewed from streets and public open spaces.
- (iv) optimising front yard landscaping
- (v) providing safe pedestrian access to buildings from the street
- (vi) minimising the visual dominance of garage doors, walkways or staircases to upper level dwellings, and carparking within buildings as viewed from streets or public open spaces

The development has been designed to provide attractive frontages to all streets, including to Brigham Creek Road and Mamari Road.

The number of garage doors facing the street has been minimised through the use of JOALS to allow parking to be provided to the rear of dwellings.

Each dwelling provides windows and doors to the street, with safe pedestrian access from the street and low fences within front yard areas to ensure that there is passive surveillance of the public realm. Each front yard includes areas of landscaping to further enhance the appearance of the development from the street.

There is significant variation in building form/design to ensure interest from the street.

(d) The extent to which the height, bulk and location of the development maintains a reasonable standard of sunlight access and privacy and minimises visual dominance to adjoining sites;

As described above. all buildings meet the relevant height standard and will not create visual dominance effects to adjoining sites.

As noted above, the majority of height in relation to boundary infringements relate to the southern boundary of the site, where the angled site boundary (relative to the new streets proposed development) creates technical non-compliances. However, assuming that the adjacent site is developed in a similar form to the application site, the relationship between buildings on each side of the site boundary will be likely be no different to that seen between blocks within the development. Given this, it is likely that the purpose of the standard to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours will be achieved.

(e) The extent to which dwellings:

- (i) Orientate and locate windows to optimise privacy and encourage natural cross ventilation within the dwelling

Each unit spans the complete width of the building, and therefore allows for cross ventilation.

Storage is identified in each unit.

Space is also identified for the storage of rubbish bins, with easy access to the street or

<p>(ii) Optimise sunlight and daylight access based on orientation, function, window design and location, and depth of the dwelling floor space</p> <p>(iii) Provide secure and conveniently accessible storage for the number and type of occupants the dwelling is designed to accommodate.</p> <p>(iv) Provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces.</p>	<p><i>JOAL from these locations. These are each screened from views from the street by virtue of their location or associated fences/planting.</i></p>
<p>(f) The extent to which outdoor living space:</p> <p>(i) Provides for access to sunlight</p> <p>(ii) Provides privacy between the outdoor living space of adjacent dwellings on the same site and between outdoor living space and the street.</p> <p>(iii) When provided at ground level, is located on generally flat land or otherwise functional</p>	<p><i>Each unit is provided with an east, west or north facing outdoor living space, of the expected dimensions (apart from the minor non-compliances discussed above).</i></p> <p><i>These will each receive good sunlight. Where necessary fences will provide privacy between outdoor living spaces for adjoining units.</i></p>
<p>(g) refer to Policy H5.3(7); and</p>	<p><i>Stormwater matters are addressed by others.</i></p>
<p>(h) infrastructure and servicing:</p> <p>(i) Whether there is adequate capacity in the existing stormwater and public reticulated water supply and wastewater network to service the proposed development.</p> <p>(ii) Where adequate network capacity is not available, whether adequate mitigation is proposed.</p>	<p><i>The matter is addressed by others.</i></p>

5. Overall Conclusion and Recommendations

A Private Plan Change and Resource Consent are concurrently seeking the rezoning of the site to Residential - Mixed Housing Urban Zone, and for the development of the site for 230 dwellings.

I consider that the rezoning of the site would be consistent with the urban design expectations of the Whenuapai Structure Plan 2016 and that the proposed development would be consistent with the relevant objectives and policies of the AUP(OP) Residential - Mixed Housing Urban Zone, and would be appropriate relative to the context of the surrounding environment, will not generate more than minor adverse effects and will appear as an integrated part of the area as it currently exists and as it will exist in the future. It will positively contribute to the visual amenity, character and quality of this emerging urban environment.



Richard Knott MRTPI IHBC IHE
Director, Richard Knott Limited

2nd September 2021

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Urban Design | Masterplanning | Built Heritage
Town Planning | Landscape and Visual Assessment

To: Natasha Rivai, The Property Group

From: Richard Knott

Date: 3rd June 2022

Proposed Plan Change, 41 – 43 Brigham Creek Road

Re: Clause 23 Request for Further Information: Response to Urban Design Matters

This memo responds to the urban design matters raised in Auckland Council's Clause 23 request for further information. It should be treated as an addendum to my original 'Private Plan Change and Proposed Residential Development, 41-43 Brigham Creek Road, Whenuapai, Urban Design Assessment', dated 2nd September 2021

Request - Item 19	Response
Urban Design Assessment - Please provide an addendum to the urban design assessment. It is considered the current assessment provided assesses what would be included in a future land use consent application, not the plan change. Further detail is required to understand the rationale for the block patterns, roading structure and connections back into the Whenuapai neighbourhood. This addendum should include the following:	<p><i>Noted. The original report was prepared in light of the intention to concurrently submit both a Private Plan Change request and a resource consent for the residential development of the land to Auckland Council.</i></p>
a. Context:	
i. A robust assessment of the immediate context as well as the wider context. Reliance on the Whenuapai Structure Plan is not considered adequate for a plan change of this scale. Please consider aspects such as walking / cycling connections to key amenities such as schools, local reserves, playgrounds, shops, public transport stops (and other key everyday facilities). Please provide details of how safe and direct access can be provided across Brigham Creek Road	<p><i>Appendix 1 of the AUP(OP) states that 'Structure plans are an important method for establishing the pattern of land use and the transport and services network within a defined area. They can provide a detailed examination of the opportunities and constraints relating to the land including its suitability for various activities, infrastructure provision, geotechnical issues and natural hazards...'</i></p> <p><i>The Whenuapai Structure Plan identifies that 'The purpose of this document is to outline the structure plan for Whenuapai. This structure plan follows the requirements of Appendix 1 of the Auckland Unitary Plan Operative in Part. It is the product of analysis of technical reports from numerous Auckland Council departments and infrastructure providers, community feedback received during the engagement process, and feedback from key stakeholders within the structure plan area. Whenuapai is part of the solution to Auckland's growth challenge; this document sets out how the structure plan area is to be developed from now and over the next 10-20 years and how Whenuapai will integrate with wider Auckland.'</i></p> <p><i>In light of these statements, it is appropriate that the proposed plan change is informed by and aligns with the expectations of the Structure Plan, otherwise the Structure Plan would have been prepared in vain.</i></p>

Key existing local reserves, and planned reserves identified on the structure plan, are all to the north of Brigham Creek Road. The zoned Business Local Centre Zoned land is also to the north of Brigham Creek Road; see Figure 1 and Figure 2 of my original report.

There is currently a controlled pedestrian crossing at the traffic lights at the intersection of Brigham Creek Road with Totara Road and Mamari Road. Whilst this currently provides a safe crossing from the south to north side of Brigham Creek Road, which would allow future residents to access the reserve in the north-west corner of this intersection (with adjacent coffee shop), Local Centre zoned land in the north-east quadrant of the intersection and other local facilities to the north of the road, there are currently no footpaths along Mamari Road or the south side of Brigham Creek Road linking to the site.

To provide safe walking and cycling connections to these facilities, it will be necessary to provide:

- The upgrade of Mamari Road to provide footpaths linking to the Brigham Creek Road intersection.
- The upgrade of the south side of Brigham Creek Road to provide a footpath,
- Alternative to the above, ensure the provision of a further safe crossing over Brigham Creek Road along the site frontage (preferably in the location of any road connection into the site from Brigham Creek Road), to provide a safe connection from the site to the existing footpath along the north side of Brigham Creek Road and so facilitate access to existing and planned local facilities.

ii. Further justification is required in terms of proposed zoning ie. why is Mixed Housing Urban zone proposed. The justification appears to be this zoning is in line the Whenuapai Structure Plan. Please provide a robust analysis detailing how the proposed zoning is in line with the relevant parts of the Regional Policy Statement of the AUP and National Policy Statement on Urban Development.

The Unitary Plan became operative in part in November 2016, approximately 2 months after the Whenuapai Structure Plan, however the Independent Hearings Panel has issued their recommendations in July 2016. I therefore assume that the team preparing the Structure Plan would have had good knowledge of the emerging RPS and that this would have informed the Structure Plan.

The Structure Plan predates the NPS(UD). Whilst the NPS (UD) 2020 (updated May 2022) requires reconsideration of densities within Tier 1 areas, In this instance I note that the Council themselves have not yet determined the appropriate future zoning and density for the land to the north of Brigham Creek Road. This area is marked as 'Area under consideration' on the maps which form the Council's preliminary response to the NPS-UD and MDRS (<https://aucklandcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=fbdb956a1ddc48799e5cd454d7c6097e>).

There is logic in there being a similar zoning on both the north and south side of Brigham Creek Road, so encouraging similar built outcomes on both sides of the street and contribute to the creation of a common sense of place and local identity. This is the approach promoted in the Structure Plan and shown in the proposed plan change.

In view of this, I consider that it would not be appropriate to pre-empt the Council's consideration of this matter and I do not consider that it would be justified at this stage to move away from the zoning proposed in the Structure Plan.

I consider that at such time as the Council confirm their suggested future zoning of the land to the north of Brigham Creek Road, it would be appropriate to review the zoning within the proposed plan change area.

<p>iii. Please provide further assessment in terms of the zoning proposed in relation to the interface with adjoining sites. Given development of this area is not anticipated for some time, due to infrastructure funding timeframes, what is the reason that no transition is proposed between the site and adjoining FUZ zoned sites?</p>	<p><i>Whilst adjoining sites may not be rezoned and released for development for some time, it would not be appropriate to compromise the potential capacity of the proposed plan change area and potentially encourage what could be considered to be a substandard form of development when surrounding land is eventually released.</i></p>
<p>b. Block Structure:</p>	
<p>i. Please provide rationale for the block depths proposed. The blocks appear to be too deep to provide good frontages to the street without the reliance on additional lanes.</p>	<p><i>The blocks have been specifically designed to allow the use of rear lanes. As noted in my original report this has been done to reduce the dominance of crossings, driveways and garages on the street and to allow dwellings to better orientate towards the street, bringing improved passive surveillance of the street (without parked cars interrupting views) and better definition of public and private space.</i></p> <p><i>Without this arrangement higher density developments, such as terraced housing, can result in frequent driveways, resulting in a large number of vehicle crossings. Such vehicle crossings reduce the usability of the footpath for pedestrians, and can be problematic for people with pushchairs, wheelchair users, the less physically able and partially sighted, and leads to front yards being dominated by parked cars. This is an inferior outcome to that which can be achieved with the use of rear lanes.</i></p>
<p>ii. Please provide rationale for the placement of the local roading connections. I note fixed intersections are shown, what has defined these 'fixed locations'?</p>	<p><i>The fixed intersection locations have been provided as a result of technical advice provided by others. However, the layout provided for the concurrent planning application has established that these are not an impediment to achieving good design across the site.</i></p>
<p>iii. Please provide details of what alternative block structures have been considered. This information is required to understand if the most efficient urban block structure is being proposed for the subject site. If additional internal roads (such as Jointly Owner Access Lots) are to be relied upon, please provide assessment in terms of the benefits and costs of such mechanisms (ie. the long term costs on future residents to maintain the surface, lighting, any landscaping, establishing legal mechanisms such as residents societies to oversee the long term maintenance of such spaces)</p>	<p><i>This matter is responded to by others.</i></p>
<p>iv. Please detail how the proposed block structure responds to the constraints of flood prone land</p>	<p><i>This matter is addressed by the stormwater expert.</i></p>

on the north east corner and also
the overland flow path.

c. Roading Connections:

i. Rationale for the pedestrian
throughfare proposed. If this
east-west link is an important
connection, please detail why a
pedestrian only link is proposed
rather than a road connection.

*Proposed rule 11.6.2. Building Setback and Connectivity requires that
(4) there is 'Provision for a road connection between Mamari Road
and Brigham Creek'.*



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